

Heaton Grange, Batley, West Yorkshire

Heritage Appraisal

Jack Lunn Ltd

Introduction

Jack Lunn Ltd are preparing to submit a planning application for residential development, with associated works including access and drainage attenuation. They have requested this heritage appraisal to clarify the potential impacts on the historic environment. This assessment has been prepared by Prospect Archaeology to consider the archaeological and heritage potential of the Site and to identify any impacts.

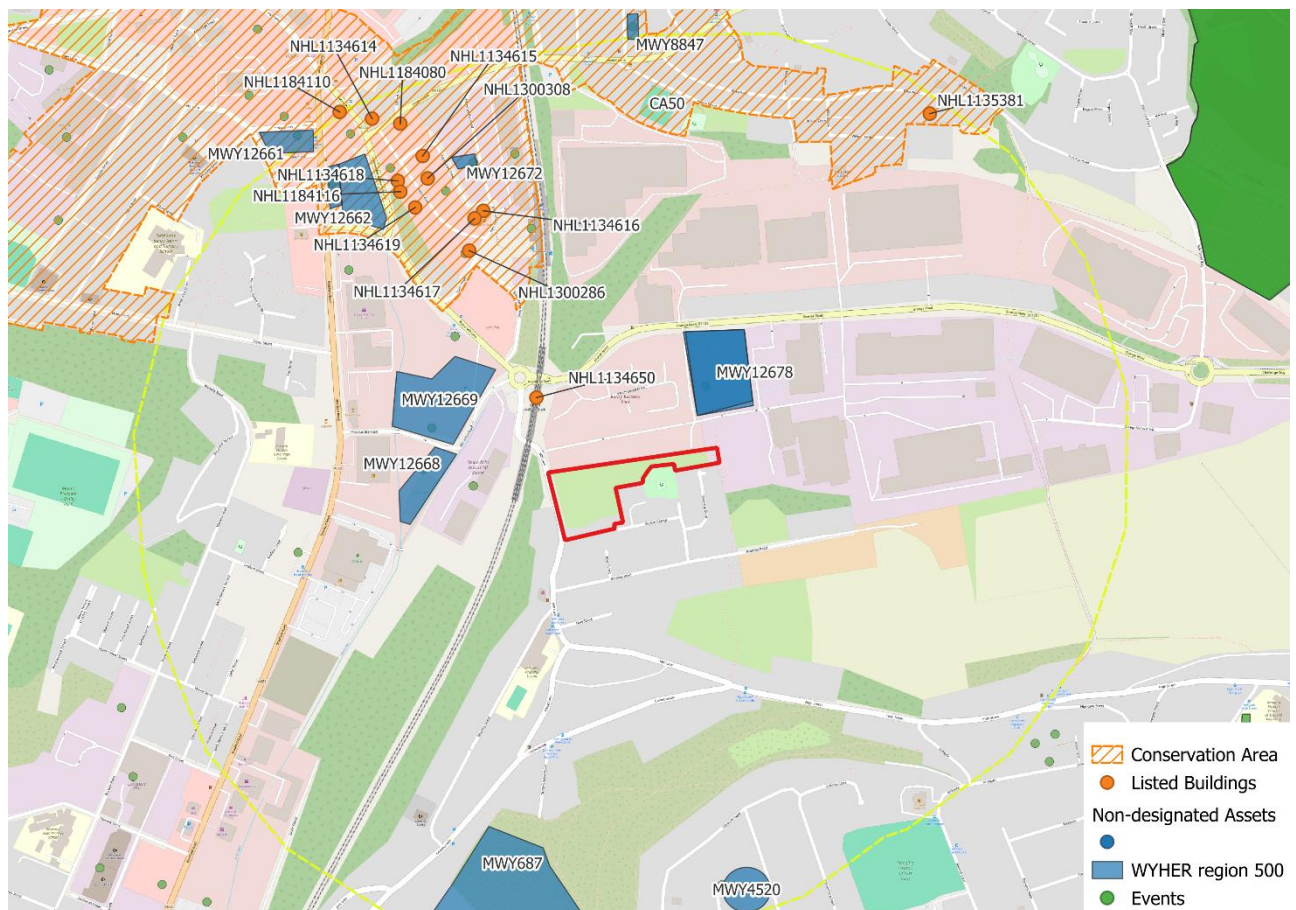


Figure 1 Known Heritage Assets (WYAAS HER)

Site description

Batley is located c.10km southwest of Leeds, West Yorkshire. The Site is undeveloped land located on land east of Mill Lane, Batley. It is bounded to the south by modern residential development, to the east and north by industrial development and to the west by Mill Lane. The Site is c. 0.84 ha in

size. A site visit was undertaken on 26/02/2026. The Site was fenced and overgrown with evidence of vehicle movement and dumped spoil and building debris.



Plate 1 View through the Site, looking northwest (Google Maps 2026)

Methodology

Guidance used in the preparation of this appraisal includes:

- Historic England 2015 'Managing Significance in Decision-Taking in the Historic Environment, Historic Environment Good Practice Advice in Planning: 2';
- English Heritage 2008 'Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment' and
- the Ministry of Housing, Communities and Local Government's 'National Planning Policy Framework' (NPPF) and 'Planning Practice Guidance' (PPG) in their most current forms.

Sources consulted:

- West Yorkshire Historic Environment Record (WYAAS HER)
- National Heritage List for England
- Historic OS maps
- National Library of Scotland

Baseline Conditions

Designated Heritage Assets

Designated heritage assets include listed buildings, conservation areas, registered parks and gardens, registered battlefields and scheduled monuments. It also includes non-listed buildings of local architectural or historic interest which are included in the Historic Environment Record. All

statutorily protected built heritage assets are of national importance. There are no designated assets within the Site and there are no scheduled monuments, registered battlefields or registered parks and gardens within the study area.

Thirteen listed buildings lie in within 500m north of the Site. All of these are Grade II and except for the Railway Viaduct over Mill Lane (NHL1134650) all are located entirely within the Station Road, Batley Conservation Area (CA50). The Site does share some intervisibility with buildings within the Conservation Area, notably those around Station Road and Warehouse Road, due to their height and prominent location; such as the former Rag Merchant's offices and warehouses at 51 Station Road (NHL1134616 and NHL1134617), 32-40 Station Road (NHL1300286) and 24-26 Station Road (NHL1134619), important for their imposing Gothic architecture. These buildings are late 19th century industrial buildings, evocative of the rise of the importance of Batley during this period of industrial expansion and wealth creation. From the perspective offered by the Site, however, little further detail and significance of the Conservation Area can be discerned and views from the Site are not considered significant to the understanding and appreciation of the Conservation Area.



Plate 2 View across the Site, looking north

Views to the Site from the Conservation Area are across the viaduct, an asset which adds significance to the Conservation Area, though beyond this, the valley side presents as terraces of residential development above industrial premises that are largely hidden by mature vegetation. This backdrop,

of which the Site forms a part, is not considered to make a significant contribution to the heritage values of the Conservation Area or listed buildings within it.



Plate 3 View from Station Road, Batley, looking southeast (Google Maps)



Plate 4 View from Soothill Lane, Batley, looking south (Google Maps)

The viaduct extends south from the Conservation Area to run west of the Site along the base of the valley. There are theoretical views from the Site to the viaduct, though these views are not unique, accessible or enhanced by the current condition of the Site. There are also views from the bridge carrying Soothill Lane across the railway within the Conservation Area, which include the Site. Once again, however, the character of the modern hillside development amongst which the Site sits makes no significant contribution to the understanding or appreciation of the Railway Viaduct.

Table 1 Designated Assets within 500m (WYAAS HER)

Reference	Name	Grade
NHL1134614	Numbers 13, 15, 17, 19, 21 and 23 and Including Boundary Wall, Piers, Steps and Railings	II
NHL1134615	Numbers 31 and 33 and Adjoining Warehouse	II
NHL1134616	51, Station Road	II
NHL1134617	The XCLUSIV, Adjoining Number 51	II
NHL1134618	16 and 18, Station Road	II
NHL1134619	24 and 26, Station Road	II
NHL1134650	Railway Viaduct	II
NHL1135381	110, Oaks Road	II
NHL1184080	Number 25 and the Two Adjoining Warehouses	II
NHL1184110	2, 4, 6 and 8, Station Road	II
NHL1184116	20 and 22, Station Road	II
NHL1300286	32-40, Station Road	II
NHL1300308	35 and 37, Station Road	II
CA50	Station Road, Batley Conservation Area	CA

Non-Designated Heritage Assets

There are no known heritage assets of prehistoric date within the study area. The only evidence for Roman activity within 1km is a single Roman coin of Augustus (MWY13431) found c.800 to the southeast of the Site. The Site probably lay within the township of Hanging Heaton, a settlement mentioned in the Domesday Book of 1086 in the Wapentake of Morley and in the soke of Wakefield; a single carucate of land is attributed to the manor and no population given. The name *Heaton* derives from the Old English meaning *high farmstead*, the *Hanging* element referring to the position on the hillside. There is no evidence to suggest that the Site was developed during the medieval period, lying well outside the historic core of any known settlement.

The early agricultural legacy of the area is evident from the cartographic evidence, which shows the Site and surrounding area as open fields until the middle of the 19th century. To the south, earthworks survive of a pattern of small agricultural fields around the site of a farmstead called The Closes on the 1st Edition 6-inch map (MWY687), some of which contain vestiges of ridge and furrow. In the

1870s the settlement was described as a hamlet within the township of Soothill (<https://visionofbritain.org.uk/place/1281>). The cartography shows a rapid increase in the industrialisation of the area aided by the arrival of the railway in 1848. The majority of the remaining heritage assets within the study area derive from this period and for the most part represent mills or warehousing dating to the 19th and 20th centuries. The cartographic evidence suggests that in tandem with the rise in industrial development, so there was an increased demand for associated workers' housing, notably on the hillside to the west and south of the Site. The Site itself does not seem to have been significantly developed: aerial photographs of 1948 show the Site as small fields, possibly paddocks, containing some small structures and a larger building is shown on the 1956 OS map within the Site. The Site of a WWII anti-aircraft site (MWY4520) is located c.450m to the south of the Site.

Satellite imagery suggests that spoil has been spread across the Site in late 2019/early 2020.

Table 2 Non-designated Heritage Assets within 500m of the Site (West Yorkshire HER)

Reference	Description	Period
MWY687	The Closes, later named Nursey Farm and post medieval field system	Post-medieval
MWY4520	World War II Heavy Anti-Aircraft site	WWII
MWY5093	Former Railway Goods Shed, north of Batley Railway Station	19th century
MWY5703	Batley Railway Station	19th century
MWY8847	2-8, Broomdale Road, Soothill	19th century
MWY8859	Rag Merchant's Warehouse, 39 Station Road, Batley	20th century
MWY8861	Rag Merchant's Warehouse, 10-14 Station Road, Batley	19th century
MWY8867	Rag Merchant's Warehouse, 4-8 Station Road, Batley	19th century
MWY12658	Brights Mill, Batley	19th century
MWY12661	Warehouse, Bar Street, Batley	19th century
MWY12662	Bottoms Mill, Batley	19th century
MWY12663	Bottoms Mill (part), Batley	19th century
MWY12668	Savile Mills, Soothill	19th century
MWY12669	Alexandra Mills, Batley	19th century
MWY12670	Providence Works, Soothill	20th century
MWY12672	Warehouse, Soothill	20th century
MWY12673	Union Mill, Soothill	19th century
MWY12678	Greenhill Mills and Dyeworks, Batley	19th century

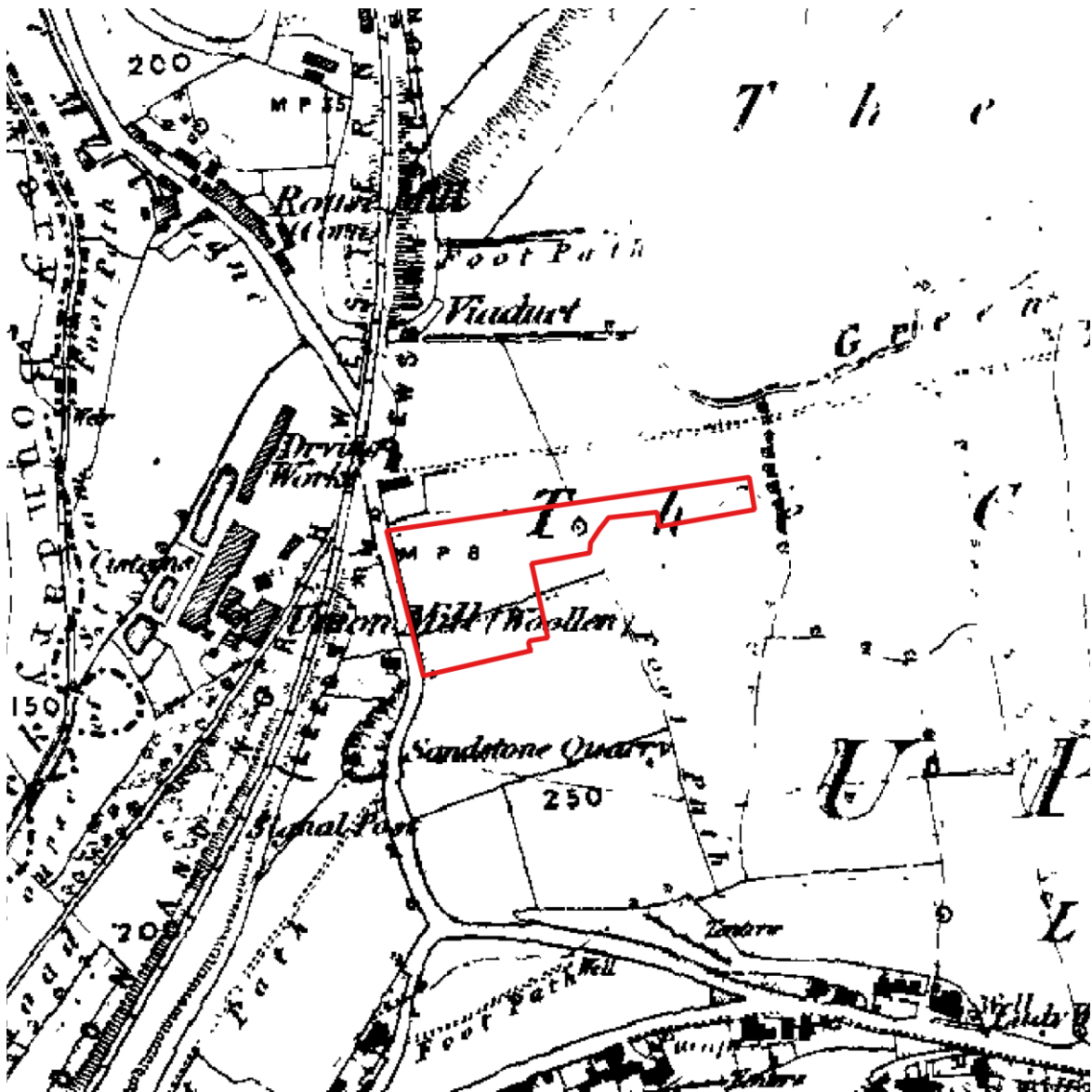


Figure 2 Ordnance Survey 1854 1:10,560.

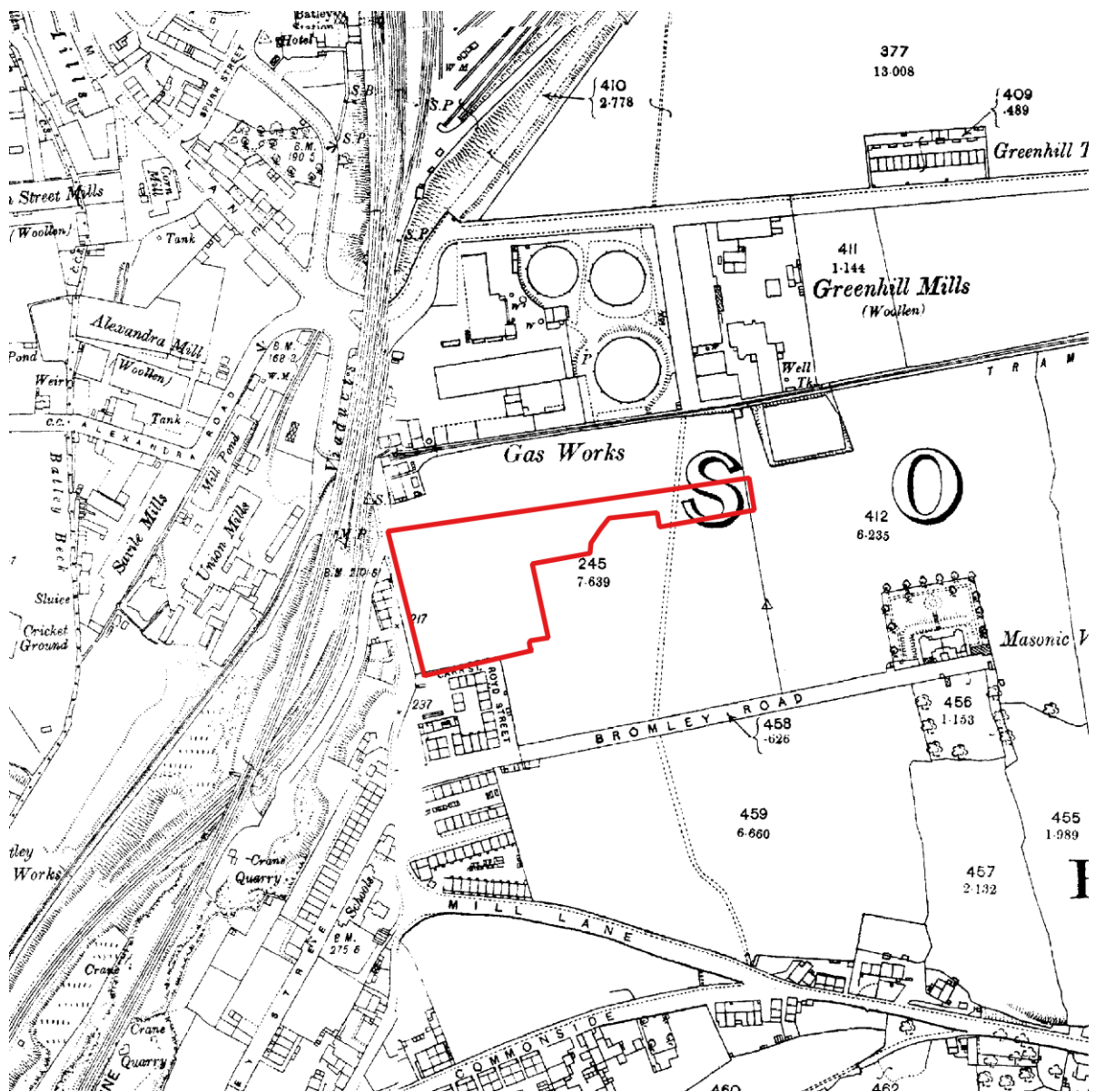


Figure 3 Ordnance Survey 1893-4 1:2500

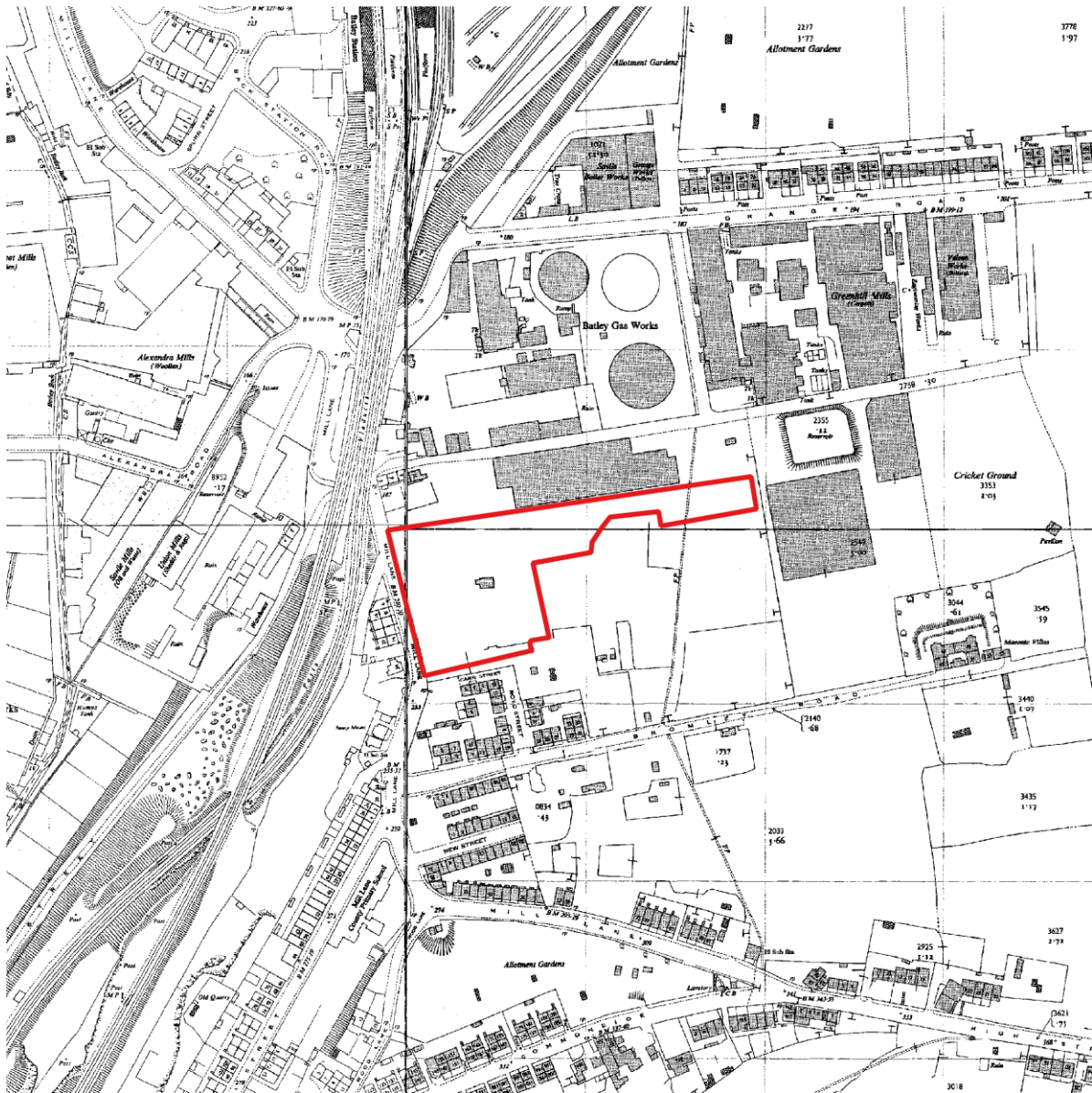


Figure 4 Ordnance Survey 1956 1:2500

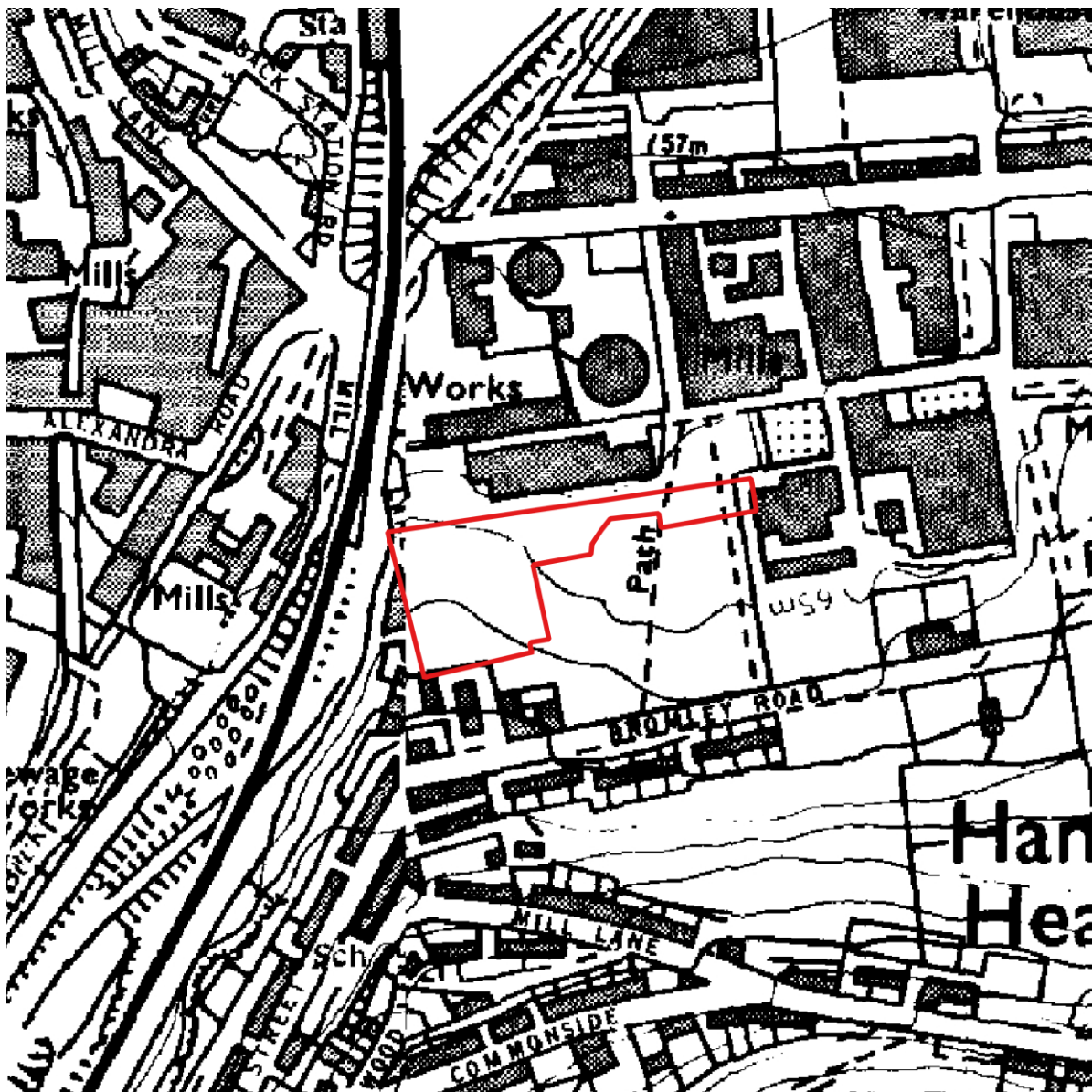


Figure 5 Ordnance Survey 1982-3 1:10,000

Potential Effects of Development

There are no designated heritage assets within the boundary of the proposed development Site. The historic open nature of the Site is not appreciable in views from the Railway Viaduct (NHL1134650) or the Conservation Area and the listed buildings within it and offers no additional context to these heritage assets. Residential development on the Site will merely add to the existing character of the hillside when viewed from these assets and as such will have no significant effect on their setting.

There are no known non-designated assets within the Site and the potential for archaeological remains of all periods is Low and no impact on significant archaeological remains is anticipated.

Conclusion

Development of this Site would not result in any direct or adverse indirect effects on any designated heritage assets. Assessment of the archaeological potential of the Site has established that there is a Low potential for significant archaeological remains to be present.